

# Disadvantaged Community Documentation

## Active Transportation Program

### Key Data Points:

- **Bloomington High FRPM Eligibility:** 87.3% (2024–2025 school year)
- **CJUSD District Average FRPM:** 85.5%
- **ATP DAC Threshold:** 75% — Bloomington exceeds by nearly 13 percentage points
- **Total Enrollment:** 1,794
- **Students qualifying for free/reduced meals:** Approximately 1,539 students

County Name	District Name	School Name
San Bernardino	Colton Joint Unified	Bloomington High

Enrollment (K-12)	Free Meal Count	Percent (%) Eligible	FRPM Count (K-12)	Percent (%) Eligible	Enrollment (Ag)	Free Meal Count	Percent (%) Eligible	FRPM Count (Ag)	Percent (%) Eligible
1794	1323	73.7%	1565	87.2%	1763	1298	73.6%	1539	87.3%

Source: California Department of Education, Unduplicated Student Poverty — Free or Reduced-Price Meals Data 2024–25.

<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.cde.ca.gov%2Fds%2Fad%2Fdocuments%2Ffrpm2425.xlsx&wdOrigin=BROWSELINK>

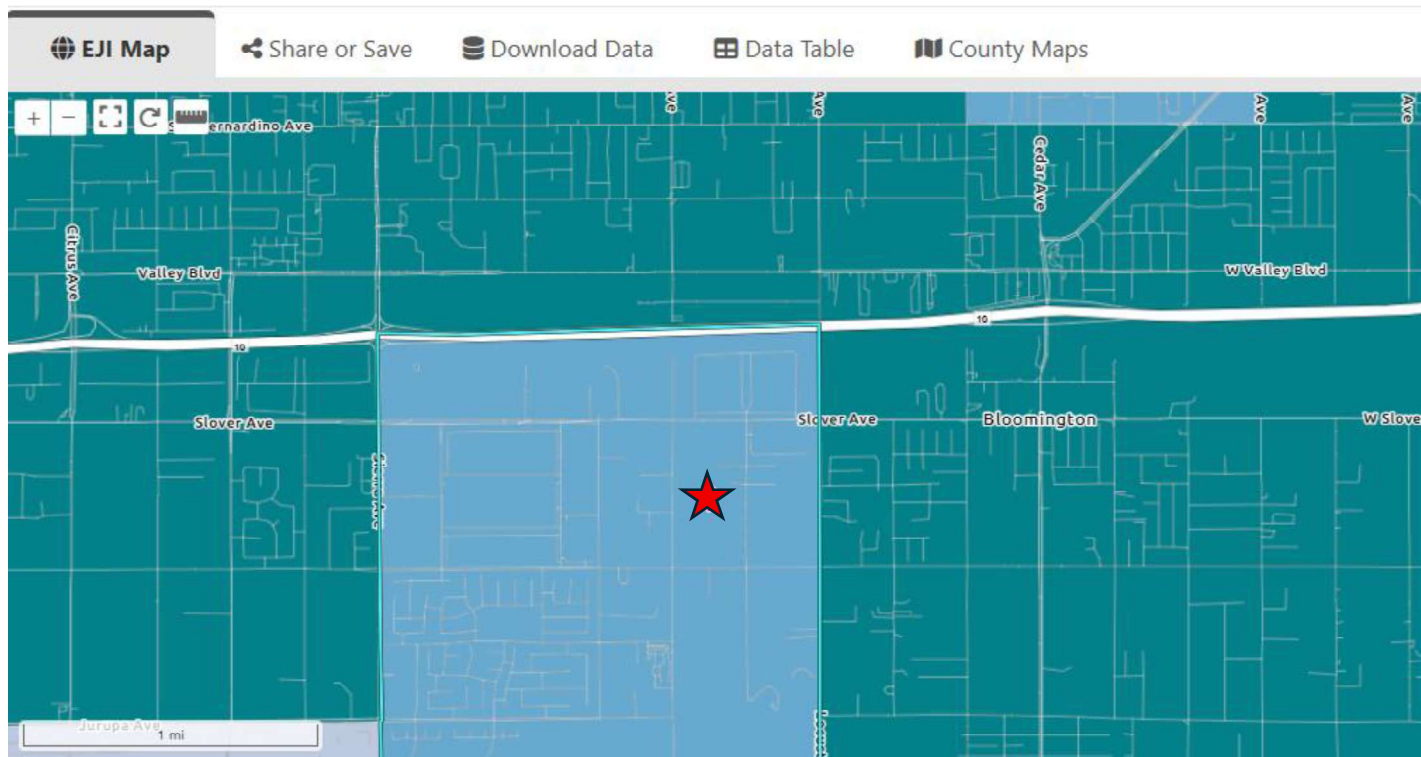
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### Exhibit 2: CDC/ATSDR Environmental Justice Index (EJI) Project Area

The Environmental Justice Index (EJI), developed by the Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR), measures cumulative environmental justice burden at the census tract level using indicators across three categories: environmental burden, social vulnerability, and health vulnerability. Scores range from 0 to 1, with higher scores indicating greater environmental justice concern.

As illustrated in the EJI map below, the census tract encompassing the Bloomington High School project area scores in the **0.5–0.75 (medium-high) EJI tier**. The blocks immediately surrounding the school to the east, west, and north fall within the highest EJI burden tier (0.75–1.0), indicating that this community faces cumulative environmental, social, and health vulnerabilities significantly above the national baseline.



Source: CDC/ATSDR Environmental Justice Index, <https://www.atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>. Map generated May 4, 2026.

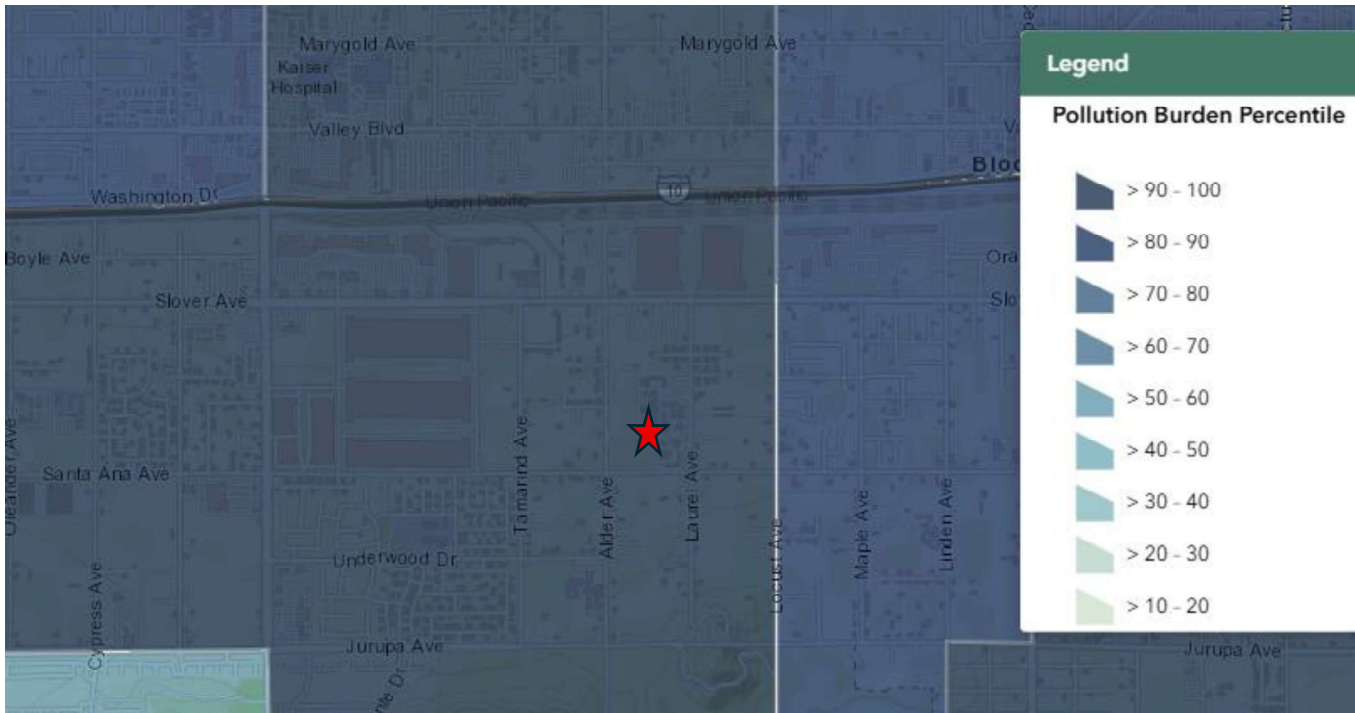
### Exhibit 4: CalEnviroScreen 4.0 — Pollution Burden, Census Tract 6071002601

CalEnviroScreen 4.0, developed by the California Office of Environmental Health Hazard Assessment (OEHHA), ranks California census tracts by cumulative pollution burden and population vulnerability. Census Tract 6071002601, which encompasses the project area around Bloomington High School, shows a **Pollution Burden score of 97 (97<sup>th</sup> percentile statewide)**, meaning this community faces greater pollution burden than 97% of California census tracts. The overall CalEnviroScreen 4.0 percentile for this tract is **71<sup>st</sup> statewide**. Key individual indicators are shown below.

- **PM 2.5:** 94<sup>th</sup> percentile statewide
- **Drinking Water Contaminants:** 96<sup>th</sup> percentile statewide
- **Diesel Particulate Matter:** 78<sup>th</sup> percentile statewide
- **Hazardous Waste:** 94<sup>th</sup> percentile statewide
- **Solid Waste:** 87<sup>th</sup> percentile statewide
- **Traffic Impacts:** 80<sup>th</sup> percentile statewide
- **Toxic Releases:** 85<sup>th</sup> percentile statewide
- **Ozone:** 95<sup>th</sup> percentile statewide

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The data popups below show the specific scores for Census Tract 6071002601:

Overall Percentiles		Environmental Effects	
CalEnviroScreen 4.0 Percentile	71	Cleanup Sites	83
Pollution Burden Percentile	97	Groundwater Threats	14
Population Characteristics Percentile	41	Hazardous Waste	94
		Impaired Waters	0
		Solid Waste	87
Exposures		Sensitive Populations	
Ozone	95	Asthma	44
Particulate Matter 2.5	94	Low Birth Weight	20
Diesel Particulate Matter	78	Cardiovascular Disease	55
Toxic Releases	85		
Traffic	80	Socioeconomic Factors	
Pesticides	18	Education	73
Drinking Water	96	Linguistic Isolation	35
Lead from Housing	42	Poverty	51
		Unemployment	51
		Housing Burden	27

Figure 4b & 4c: CalEnviroScreen 4.0 data popups for Census Tract 6071000401 showing Pollution Burden (91st percentile) and individual indicators. Source: CalEnviroScreen 4.0, California Office of Environmental Health Hazard Assessment (OEHA). <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

# Disadvantaged Community Documentation

## Active Transportation Program

### Exhibit 6: California Healthy Places Index (HPI 3.0) — Project Area

The California Healthy Places Index (HPI 3.0), developed by the Public Health Alliance of Southern California, scores census tracts on 25 community characteristics that affect life expectancy and health outcomes. Higher scores indicate healthier community conditions. The map below is centered on **10750 Laurel Avenue (Bloomington High School)** and shows the surrounding census tracts shaded by HPI percentile. The project area tract, with an **HPI score of 34.4**, appears in the lower HPI range (lighter blue), **indicating community health conditions that rank below the majority of California census tracts.**

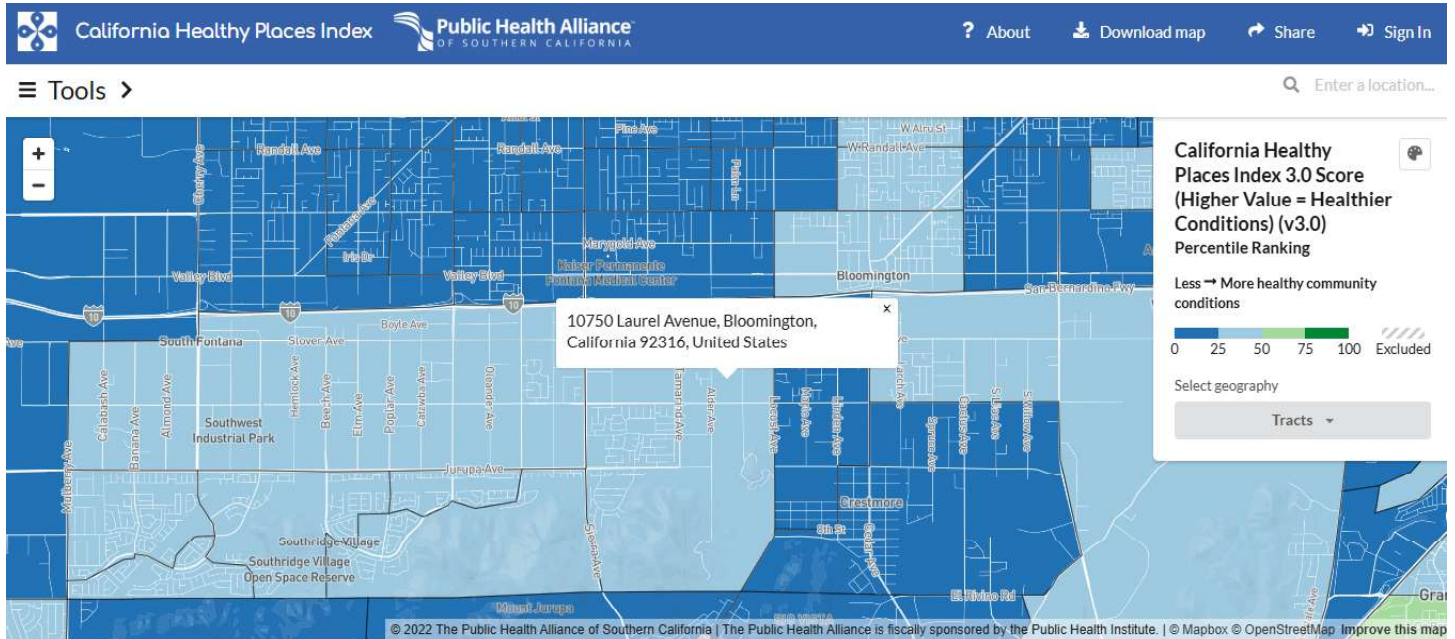


Figure 6: California Healthy Places Index 3.0, centered on 10750 Laurel Ave (Bloomington High School). Lower percentile = less healthy community conditions. Source: [map.healthyplacesindex.org](http://map.healthyplacesindex.org)

## Conclusion

The evidence presented in this attachment establishes that the project area surrounding Bloomington High School qualifies as a disadvantaged community under ATP’s Free or Reduced-Price Meal criterion, with an 87.3% eligibility rate that is more than 12 percentage points above the 75% threshold. This finding is corroborated by the CDC/ATSDR Environmental Justice Index and CalEnviroScreen 4.0 which place the project area census tracts in the highest burden tiers, and by ACS census data documenting high child poverty rates, large household sizes, and a predominantly Hispanic, partially foreign-born population with limited economic mobility.

The proposed improvements, including sidewalks, crosswalks, ADA curb ramps, and intersection safety treatments, directly address the mobility barriers faced by this disadvantaged community, providing safe walking infrastructure for the students, families, and residents will help reduce vehicle reliance and improve local air quality, motivating increased participation in active modes of transportation and mitigating significant health risks associated with high environmental and exposure-related burden.

# Bloomington High School Safe Routes to School (SRTS) Project

## DISADVANTAGED COMMUNITY SUPPORT DOCUMENTATION

Active Transportation  
Program  
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works  
Project Contact: Lana Elyo  
Transportation Analyst  
Phone: (909) 387-8168  
Email: Lana.Elyo@dpw.subcounty.gov



SAN BERNARDINO  
COUNTY

Department of Public Works

# PUBLIC OUTREACH SUMMARY

## Bloomington High School

Safe Routes to School — Active Transportation Program (ATP) Grant Application  
10750 Laurel Ave, Bloomington, CA 92316 | Colton Joint Unified School District

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### 1. Purpose of This Attachment

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This document summarizes the public outreach activities conducted in support of the Active Transportation Program (ATP) Medium Infrastructure grant application for Bloomington High School. Outreach was conducted by San Bernardino County Transportation Authority in coordination with the Colton Joint Unified School District as part of the San Bernardino County Safe Routes to School (SRTS) planning process. All survey outreach presented in English and Spanish and interpreters available as needed.

Community input gathered through these activities directly informed the project design, including the selection of the three proposed sidewalk improvement corridors: the west and east sides of both Laurel Avenue and Alder Avenue, and the north and south sides of Santa Ana Avenue; the installation of three speed feedback signs: one on Laurel Avenue (north of school parking lot NE corner, facing southbound traffic) and two on Alder Avenue (one northbound-facing, south of Otila approach; one southbound-facing, north of Otila approach); the installation of four high-visibility crosswalks at the intersections of Alder Avenue and Otila Ave (SW to SE corner), Alder Avenue and Santa Ana Avenue (SE to SW, SW to NW, and NW to NE); the installation of one high-visibility mid-block crosswalk with two rectangular rapid flashing beacons at Laurel Avenue and the School Front (E/W); the installation of one traffic signal at the intersection of Alder Avenue and Slover Avenue; and the installation of ten ADA-compliant curb ramps: two at the intersection of Alder Avenue and Otila Avenue (SE and SW corners), three at the intersection of Alder Avenue and Santa Ana Avenue (SW, SE, NE corners), three at the intersection of Laurel Avenue and Santa Ana Avenue (SW, SE, NE corners), and two at Laurel Avenue and the School Front (east and west side); the installation of one "No Trucks" sign on Laurel Avenue (southbound-facing, north of Otila); and the installation of one "No Left Turn" sign on Laurel Avenue (east-facing school parking lot exit).

### 2. Outreach Activities Conducted

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#### 2A. Parent/Caregiver Survey — Bloomington High School

San Bernardino County distributed a bilingual (English/Spanish) Parent/Caregiver Survey specifically for Bloomington High School families. The survey was promoted through the school and accessible both online ([surveymonkey.com/r/SBCSchools](https://surveymonkey.com/r/SBCSchools)) and via QR code on printed flyers distributed to families.

Survey flyers were posted at the school and distributed to:

- School office and parent communication channels
- School pick-up and drop-off areas
- Community-facing locations near the school

*“There have been multiple interactions where pedestrians almost get hit because the cars don’t care how fast they are going. No one here respects the speed limit... Sometimes cars don’t even let the students cross. [In many places] there is no sidewalk causing parents to park and block. The students need a crosswalk on Laurel going north towards Slover Ave... Students are having to cross blindly through traffic because there is no designated crosswalk. There are also large commercial trucks.”*

— Bloomington High Student

## 2B. Student Arrival & Departure Tally Survey

Teachers at Bloomington High School were requested to circulate a Student Arrival and Departure Tally Survey for students to complete on three consecutive mid-weekdays (Tuesday, Wednesday, and Thursday). Students were asked how they arrived at school and how they planned to depart. This self-administered tally provided school-level mode-share data to supplement parent responses.

## 2C. Community Issue Mapping Survey (ArcGIS)

San Bernardino County also deployed an interactive ArcGIS-based community issue mapping survey (SBC Safe Routes to Schools) across all participating schools in the county. Community members could identify specific locations and categories of concern along school travel routes. A total of 47 responses were received county-wide, with concerns mapped to sidewalks, street crossings, driver behavior, safety, and comfort. Survey responses were bilingual (English/Spanish).

# 3. Key Community Findings

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## 3A. Current Travel Modes — Bloomington High Families

The student tallies revealed that the vast majority of Bloomington students travel to and from school by family vehicle, with very few currently walking or biking. This data underscores the need for safe active transportation infrastructure.

Travel Mode	Arrival (% of student tallies)	Departure (% of student tallies)
Family Vehicle	66.3%	62.1%
Walk	4.8%	7.2%
School Bus	17.6%	20.1%

## 3B. Barriers to Walking and Biking

Parents and caregivers identified the following as the most significant barriers preventing their children from walking or biking to Bloomington High School:

Barrier Identified
Safety of intersections and crossings
Missing or inadequate sidewalks/pathways
Amount of traffic along route
Distance from school
Speed of traffic along route
Presence of semi-trucks along route
Violence or crime concerns

### 3C. Community-Identified Issues (County-Wide Mapping Survey)

The county-wide ArcGIS mapping survey captured 47 responses identifying walking and biking barriers. The top issues identified by category were:

Issue Category	Responses	Share
Sidewalks   Aceras (missing, broken, or blocked)	20	42.6%
Street Crossings   Cruces de calles	11	23.4%
Safety   Seguridad	7	14.9%
Driver Behavior   Comportamiento de conducción	6	12.8%
Comfort   Comodidad	3	6.4%

Respondents specifically identified conditions along Laurel Avenue as a problem location. Sidewalk issues cited included: no sidewalks or paths present, broken or cracked sidewalks, blocked sidewalks, and discontinuous sidewalks. Laurel Avenue was also cited as having too few crosswalks for students.

## 4. Representative Community Comments

The following comments were submitted by parents and caregivers of Bloomington High School students through the Parent/Caregiver Survey. Comments submitted in Spanish have been lightly edited for clarity.

*“The school's located by warehouses, Union Pacific yards and lots of trucks coming and going. Trucks use the street as a means as a short cut to the freeway. It is not safe for the students.”*  
 — Bloomington High Parent

*“Many people can get hit by a car if the driver isn't paying attention because of how easily the sidewalks turn into nothing but street.”*

— Bloomington High Parent

*“There is no crosswalk for the students who walk North on Laurel. Many students have to cross blindly hoping speeding vehicles will stop.”*

— Bloomington High Parent

## 5. Nexus Between Community Input and Proposed Project

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The community outreach findings directly informed the proposed ATP project improvements. The table below demonstrates how the top community-identified barriers align with each proposed project element:

Community Concern Identified	Proposed Project Response
Missing sidewalks along key student routes	New sidewalk construction on Laurel Ave, Alder Ave, and Santa Ana Ave
Unsafe street crossings, lack of crosswalks (universal)	New curb ramps, marked crosswalks, and pedestrian safety improvements at key intersections
Traffic speed and volume along surrounding corridors	Enhanced pedestrian crossing treatments and targeted regulatory signage, including speed feedback signs, to calm traffic
Semi-trucks use the school zone as a short-cut or throughway	“No Trucks” sign to be installed on Laurel Ave

## 6. Conclusion

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Public outreach for the Bloomington High School Safe Routes to School project was conducted in a bilingual, accessible manner that meaningfully engaged the school's predominantly low-income, Hispanic community. Survey results confirm that most students either drive/are driven or ride the bus to and from school due to unsafe walking and biking conditions.

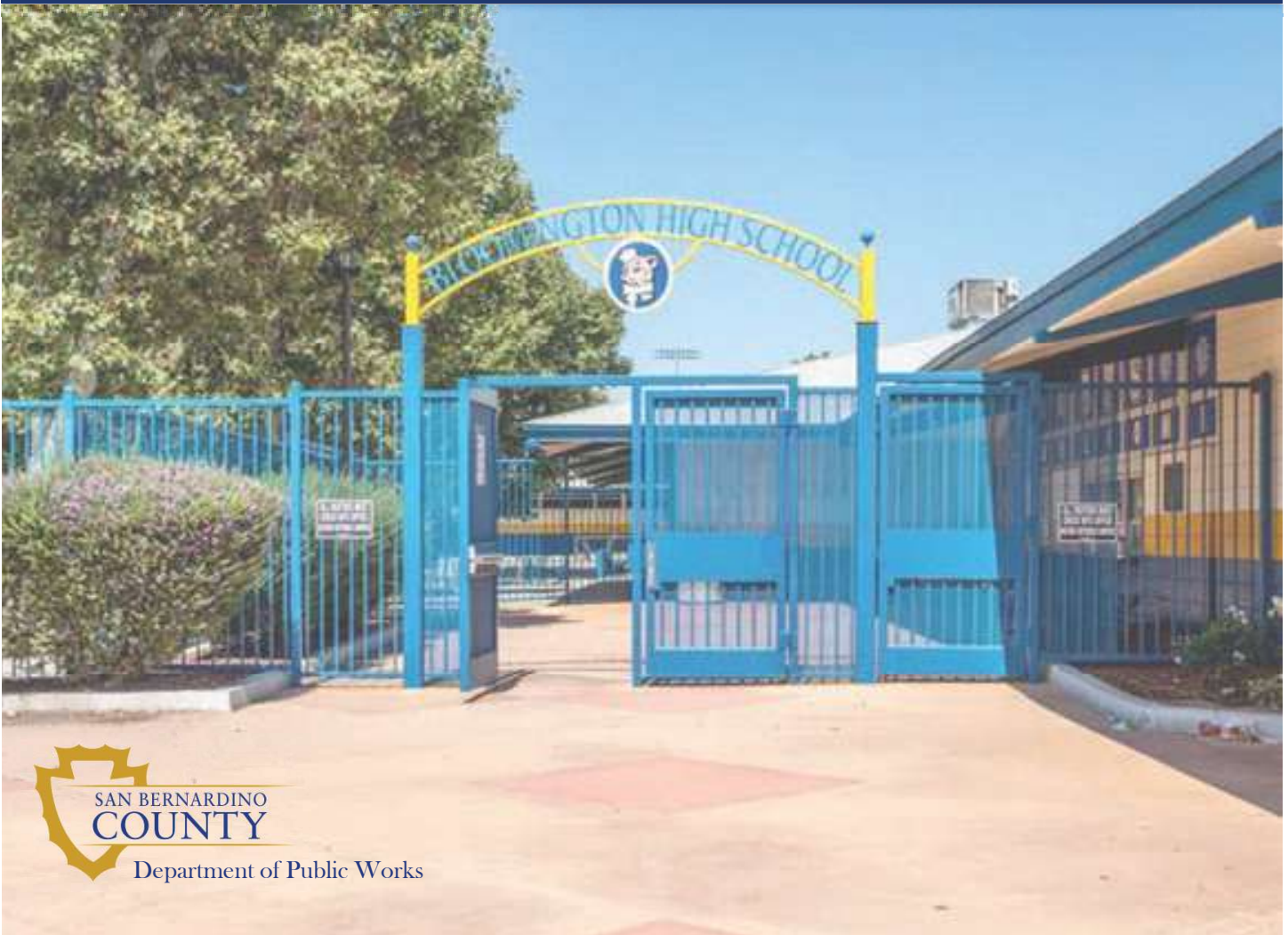
The proposed project infrastructure directly responds to the community's expressed concerns and represents the top priority improvements identified through this outreach process.

# Bloomington High School Safe Routes to School (SRTS) Project

## GAPS, BARRIERS, AND IMPROVEMENTS MAPS

Active Transportation  
Program  
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works  
Project Contact: Lana Elyo  
Transportation Analyst  
Phone: (909) 387-8168  
Email: Lana.Elyo@dpw.subcounty.gov





**Existing Infrastructure**

- ADA Compliant Ramp
- Ramp
- Signalized Intersection
- Marked Crosswalk
- High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- School Signage
- School Site
- All-Way Stop
- School Zone Speed Limit Sign

**Recommendations**

- Install High Visibility Crosswalk
- Install Curb Extensions
- Install ADA Curb Ramps
- Install RRFB
- Install All-Way Stop
- Install Speed Feedback Sign
- Install Right Turn Only Sign
- Install No Truck Route Sign
- Install Mid-Block Crosswalk
- Install Traffic Signal
- Construct Sidewalk
- Planned Class II Bike Lane (SBCTA)

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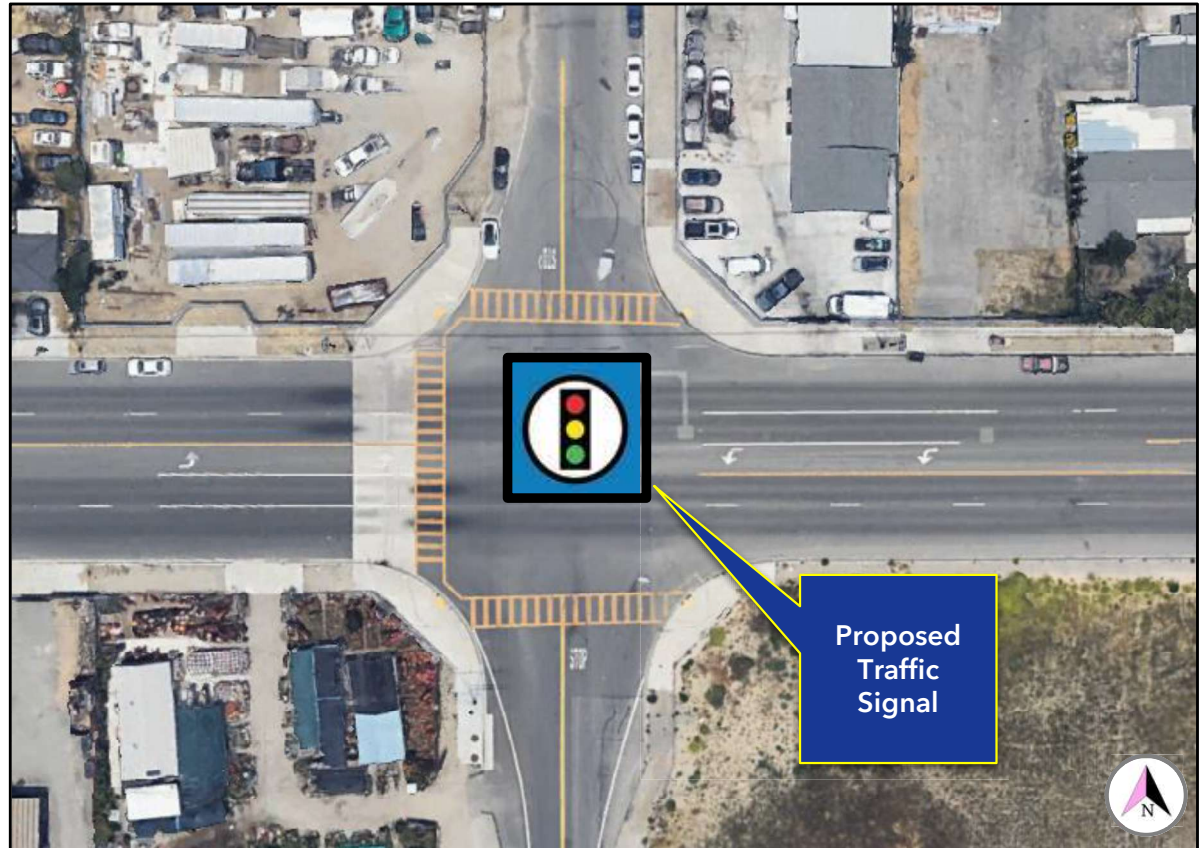
## Slover Ave and Alder Ave Intersection

### Existing Conditions:

The intersection at Slover Ave/Alder Ave is a high-volume high-conflict point. The intersection is currently managed by a four-way stop. Four-way stops can be effective, however observed non-compliance, rolling stops, and confusion about right-of-way during high-volume periods, such as during school pick-up and drop-off, reduce their effectiveness.

### Planned Improvements:

The planned traffic signal is a proactive countermeasure that will assist in clarifying right-of-way and improving predictability for all users, dramatically reducing potential conflicts and the risks of serious or fatal collisions.



# Alder Ave and Otilla Ave Intersection and Approach

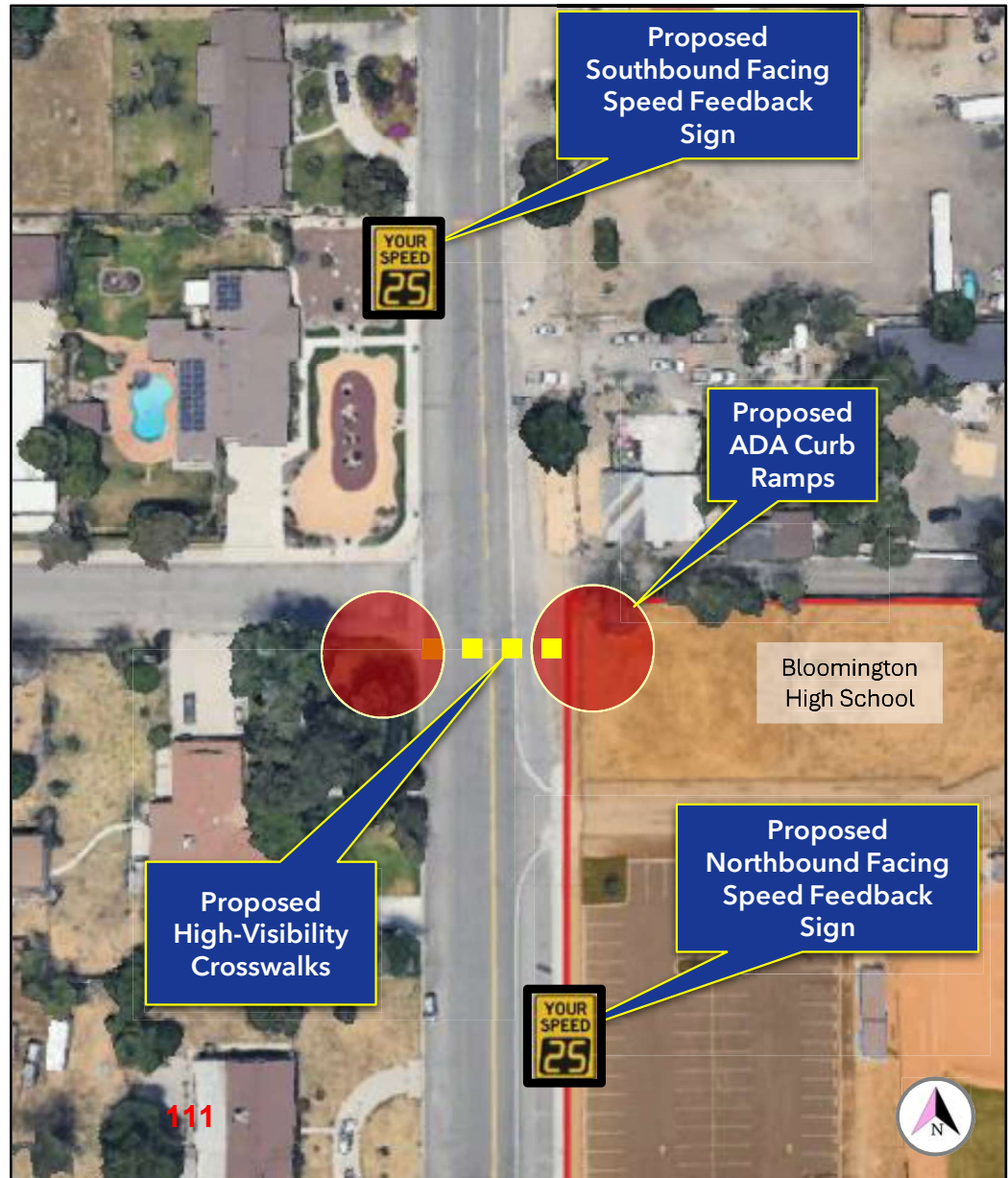
## Existing Conditions:

There is currently no crosswalk on Alder Ave south of Slover Ave, forcing students to cross high-volume and speeding traffic to reach Bloomington High School from the west side of the street, or walk the entire length of the street to get to the crossing at Alder/Slover.

## Planned Improvements:

The Project will install a high-visibility crosswalk with ADA-compliant curb ramps from the SW corner to the SE corner of the intersection of Alder Ave and Otilla. This will ensure students have a safer and more accessible crossing location at a relevant point along Alder Ave.

Additionally, proposed speed feedback signs north and south of the Alder/Otilla Approach will signal drivers to the school zone and approaching crosswalk, reducing vehicle speeds and associated risks.



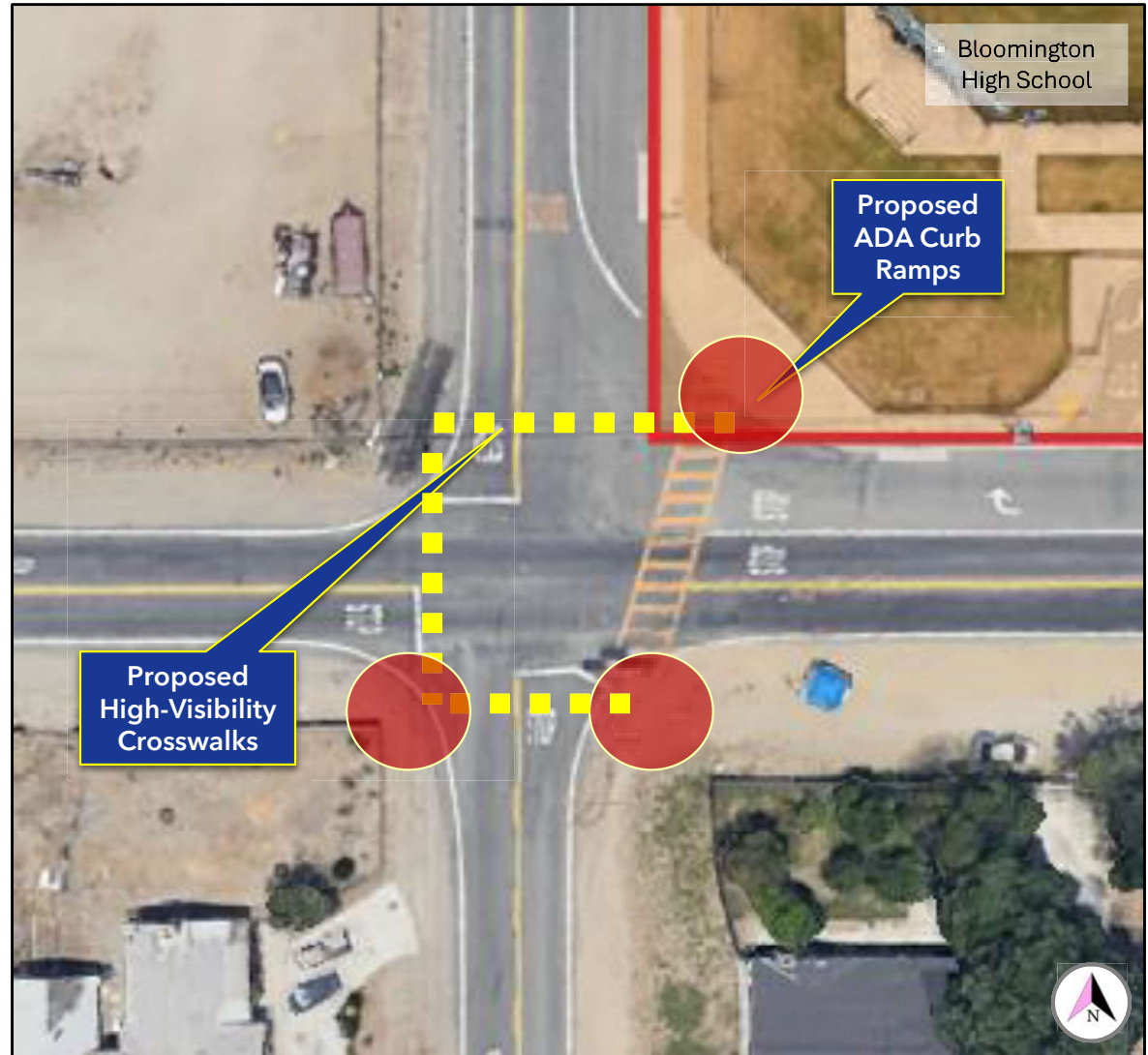
## Alder Ave and Santa Ana Ave Intersection

### Existing Conditions:

The intersection at Alder Ave and Santa Ana Ave currently offers only one crossing point from the SE to NE corners, leaving students on the west side of the street without a safe crossing location (the next marked crossing is at Alder/Slover intersection ½-mile north).

### Planned Improvements:

The Project will install three high-visibility crosswalks with ADA-compliant curb ramps connecting the SW/SE, SW/NW, and NW/NE corners of the intersection at Alder Ave and Santa Ana Ave. This will ensure students have a safer and more accessible crossing location at a high-pedestrian trafficked point. This is particularly relevant for students who may be walking from neighborhoods to the south or southwest, along with transit stops and other relevant community destinations along Sierra Ave.



## Laurel Ave and Santa Ana Ave Intersection

### Existing Conditions:

The intersection at Laurel Ave and Santa Ana Ave is the only marked crossing location on Laurel Ave until Slover Ave ½- miles north, making this intersection a key crossing location for students approaching from the south and east. Currently the intersection lacks ADA-compliant curb ramps on the SW, SE, and NE corners, limiting the accessibility of this key access point.

### Planned Improvements:

The Project will install three ADA-compliant curb ramps on the SW, SE, and NE corners of the intersection at Laurel Ave and Santa Ana Ave. This will ensure students of all abilities have a safer and more accessible crossing location at a high-pedestrian trafficked point. This is particularly relevant for students walking from neighborhoods to the south and east.

